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**PERMANENT BAN ON TRUCK TRAFFIC  
ON THE KENILWORTH ACCESS**

**A PROPOSAL BY THE EAST HAMILTON MOUNTAIN COMMUNITY**

**JUNE 10, 2013**

**SUBMITTED BY THE EAST HAMILTON MOUNTAIN COMMUNITY**

# PERMANENT BAN ON TRUCK TRAFFIC ON THE KENILWORTH ACCESS

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## SUMMARY

The purpose of this report is to examine the Kenilworth Access' existing conditions in comparison to what it was intended for. Transportation in the area of the Kenilworth Access and the East Hamilton Mountain Community is in need of a comprehensive review. Conditions have changed with the opening of the Red Hill Valley Parkway in 2007 at a cost of \$250 million dollars. Truck routes and travel should have changed along with it.

Public safety is a serious issue and has not been given the attention it deserves. The impact of air pollution on human health has been drawing significant concern from environmental health research communities, government, society and the general population as a matter of increasing public health expense. The burden of disease associated with air pollution is very significant to patients, families and the public health system. The cost in hospital admissions and emergency department visits due to air pollution is expected to cost Canada's Health System \$250 Billion by 2031. The quality of life of citizens has been adversely affected by the noise pollution as well.

The Kenilworth Access is not a truck route. The physical repercussions of it being used as one have become visually apparent. People's properties have sunken, flooding is occurring on properties behind the retaining wall, and sump pumps have been reported in use after years of inactivity.

As with every road in the City, the Kenilworth Access has been designed for the anticipated vehicular load and has an expected service life based on those assumptions. The fact that this is a non-truck route but is being used as one is severely over burdening the pavement structure and causing faster than expected deterioration. The Kenilworth Access was recently fully re-constructed at a cost of approximately 7 million dollars to tax payers. Continuing to use this as a truck route will result in having to fully re-construct the pavement structure at a much higher cost than just re-surfacing the asphalt which would typically be done to a non-truck route to increase the service life.

The effect of one large truck using the road can yield the destructive forces of up to 20 cars. All of this is further amplified by the fact it is located along the escarpment. In addition to the added burden of trucks on the roadway, it must deal with the massive internal earth pressures of an ever moving cliff face. The effects of this can be seen along the Claremont access.

The trucking industry should be taking advantage of the economics and efficiency of using the Red Hill Valley Parkway and an educational process needs to be initiated and backed by political enforcement. Hamilton City Council and the Planning Department might recommend doing a more aggressive Engineering/Geotechnical study and Environmental assessment. The sustainability of the Escarpment and the East Hamilton Mountain Community needs to be a priority.

## PUBLIC SAFETY

- The Hamilton Police Services and an Academic Professional Engineer have stated and documented that the road design of the Kenilworth Access is not conducive to the safe travel of trucks.
- The Community and the citizens of Hamilton are consistently put at unnecessary risk of accidents and potentially fatal injuries. We believe that it is the right of every citizen in this community to live in a safe environment.
- The Kenilworth Access South from Concession to Upper Gage and Mountain Brow community as a whole is made up of mainly residential community of single-family homes; it is a recreational area for families.
- The Hamilton Police Services has documented concerns about the mix of traffic, pedestrian and bicycle traffic.
- The Geometric constraints of the Kenilworth Access and tight curves are a hazard for all. Trucks and articulated vehicles, trucks with trailers require a large turning radius.
- Up to 30 school buses travel into this area daily.
- Large vehicles take up two lanes of traffic around the curves.
- The Chief of Emergency Services has suggested that the Kenilworth Access is a potential disaster area. (May 2010)
- The barrier is constantly scraped – damage associated with non-reported scrapes.
- The Kenilworth Access was designed and built in the 1950, when commercial vehicles were of a modest size.
- Rock falls and mudslides and other debris continuously fall from the top and face of the escarpment (Exhibits 1 & 2).
- Heavy and medium trucks do have an impact on the escarpment, the vibrations created, and dynamic loads, water in the fissures and pores, can under the right conditions contribute to a gradual weakening down of the escarpment (Orogeny), (Exhibits 3 & 4).
- Human activity accelerates the rate and degree of weathering. (Orogeny)
- Traffic on the Red Hill Valley Parkway is predicted to be 3 to 4 times safer than a local street system.
- Citizens of the East Hamilton Mountain Community want to protect the Niagara Escarpment Area and wish to enjoy this recreational community.
- Rock fall mitigation should be a priority by Engineering Staff and The Public Works Department of The City of Hamilton.
- Intersections are inadequate for medium and large trucks. They take up four lanes of traffic; often they mount the sidewalk to complete their turns.
- The road will undergo accelerated damage with additional truck traffic.
- The Red Hill Valley Parkway was built at a cost of \$ 250 million dollars and was built specifically for Trucks traveling between QEW/Burlington St. and north Hamilton to the south mountain.

## PUBLIC HEALTH AND THE ENVIRONMENT

- The impact of air pollution on human health has been drawing increasing concerns from the environmental health research community, government, society and the general population.
- Research looking at the impact of air pollution on respiratory health and its impact on transportation and planning policy is now been done.
- There is an opportunity to decrease people's risk by eliminating harmful chemicals from Trucks on residential streets. Emission from 1 truck= emission from 20 cars.
- The efficiency of using The Red Hill Valley Parkway and the LINC as an alternative to the Kenilworth Access would lessen pollution from a Public and Environmental health standpoint.
- Air pollution causes over 6,000 hospital admissions in Canada resulting from exposure to air pollution in a 6-month period.
- The Canadian Medical Association estimates that by 2031 the hospital admission rates will grow to 18 000 admissions and 150, 000 Emergency Department visits per year due to Pollution Exposure if we do not make significant changes.
- Canada's Health System will bear the burden of costs estimated to be \$250 Billion by 2031.
- The burden of diseases is very significant to patient, families and the Public Health System.
- The Cancer System of Ontario faces many new challenges. The population is growing, aging and the number of people diagnosed with Cancer will inexorably rise. (Cancer Care Ontario 2011 – 2015)
- Air Pollution is a much more Significant Public Health Risk than previously known. It affects quality of life of citizens, impacts their families, and there is a loss of productivity at work due to the burden of the diseases.
- Some cancers are either initiated or promoted by an environmental trigger. Ultrafine particles have the potential for traveling deeper into the Lungs, Blood Stream, and the Brain.
- The World Health Organization (WHO) particulate matter study from 2006 reports that air quality and particulates was high in Hamilton.
- Residential proximity to a busy roadway is associated with features of Asthma Control in Children.
- Ambient air pollution has been attributed with an increase in exacerbation frequencies among cystic fibrosis population.
- Air pollution effects neurological development, renal function and also diabetes.

## QUALITY OF LIFE

- Why is there continuing truck traffic going through a residential neighborhood when an alternative and economically more efficient route is available?
- Ecojustice, a Canadian environmental group, is working towards a constitutional right to clean air, water and land for all Canadians.
- Quality of life issues affecting the East Hamilton Mountain community:
  - Constant noise.
  - The volume and speed of traffic.
  - Increased braking distance through neighborhoods could put adults, children, cyclists and others at risk.
  - Vibrations will continue to accelerate the degree of damage to homeowners' homes and properties and will interfere with quality of life. Vibrations also affect the sustainability of the Niagara Escarpment.
  - Emissions affect air quality.
  - Aesthetics.
  - Streetscape; homes 20 to 30 feet from the road.
  - Night Traffic; sleep patterns disrupted.
  - Walking and Cycling discouraged because of safety and noise.
  - Diesel from Trucks is more toxic and profound, and has the highest cancer risk.
  - There is a lack of an acoustical wall at the hairpin bend.
  - Air quality and noise measurements not done.
  - There is a loss of value and damage to properties.
- We want to ensure long-term protection and enhancement for future generations to enjoy this Recreational area.
- Utility trucks including Hamilton Public Works, Horizon Utilities and other companies need to develop awareness, knowledge of the effects of air emissions, noise affects, unsafe conditions that affect quality of life and the health of the community.
- Residents wish to live in a safe environment, and we expect the City of Hamilton Mayor, Councilors and staff to show and practice respect for our community.
- The area needs Protection, Maintenance and Stewardship

## ECONOMICS OF ALTERNATE ROUTES

The benefits of using the Red Hill Valley Parkway include:

	Travel between Burlington St. and Using Kenilworth Access	Rymal Rd/Upper Ottawa Using RHVP
Distance:	11.4 km	15.8 km
Travel Time:	21 Min.	14 Min.
# Lights	19	5
# Stops	8	1

- More economical and efficient
- Cost savings and time.
- Less fuel used.
- Less wear and tear on Trucks.
- Less gearing down.
- Less pollution on residential streets.

The opening of The Red Hill Valley Parkway in 2007, at a cost of \$250 million should have caused a greater change in the pattern of truck traffic. One possible explanation for this lack of change is that the City and the trucking industry do not realize that it is 30% - 50 % quicker to use the Red Hill Valley Parkway rather than the Kenilworth Access traveling between the South Mountain and North Hamilton in both directions.

Travel time between QEW/Burlington St. and Rymal Rd. /Upper Gage using the Kenilworth Access takes 30 minutes. Travel time utilizing the Red Hill Valley Parkway takes 12 - 14 minutes.

- Future plans for the Red Hill Industrial Park now underway, a waste transfer station, airport development, freight transportation hub, all impact traffic on the Kenilworth Access, which could and should be diverted to the Red Hill Valley Parkway and The Lincoln Alexander Parkway.
- Population growth in the south east mountain has grown exponentially, increasing traffic to this area of the City.
- It makes economical and environment sense to encourage trucks traveling from the QEW/North Hamilton to the south mountain to use the Red Hill Valley Parkway, as it is by far the most efficient route.
- The City of Hamilton needs to focus on public safety, public and environmental health, emissions, quality of life issues so that Hamilton is a place that is attractive not only to business but to families to locate.
- The Red Hill Valley Parkway is more efficient time wise, economically, safer and cost savings to the Transportation sector

## SUSTAINABILITY OF THE EAST HAMILTON MOUNTAIN COMMUNITY

- The mass wasting processes over the last few years or more, have become increasingly evident.
- Forces of nature including primarily physical weathering – freeze thaw, hot and cold cycle combined contribute to the erosion seen today.
- The escarpment will continue to undergo processes by which material at the top works its way down to the bottom. Various sizes of debris have fallen from the escarpment face and this is occurring more frequently in the last 10 years.
- Human activity accelerates the rate and degree of weathering, and without aggressive intervention, there are serious safety and erosion issues with regard to increased use of the Kenilworth Access for truck traffic and light vehicles as well.
- Heavy truck loads do have an impact and the vibrations created and dynamic loads, and the interaction of these dynamic loads and water in the fissures and pores, can under the right conditions contribute to a gradual wearing down of the material (Fatigue) which in turn contribute to mass wasting. (Orogeny)
- The City of Hamilton Public Works Department has not considered or done any geotechnical, municipal class Environmental Assessments of the Niagara escarpment in this area of The Kenilworth Access or Sherman Access area of the Mountain Escarpment.
- A geotechnical study is of great importance and answers many questions before making decisions. This is an engineering standard and good practice standard for The City of Hamilton and professional engineering. This is evidence based professional practice, with an emphasis on being proactive.
- Other issues:
  - The retaining wall – what conditions exist here and what happened in 1987?
  - Properties in the area at the top of the Kenilworth Access have sunk considerably: Why is this occurring?
  - Sump pumps are working in this area that has not worked in years.
  - Some residents' properties have been flooding and this problem has not been investigated.

## TRUCK ROUTE SIGNAGE EXPECTATIONS

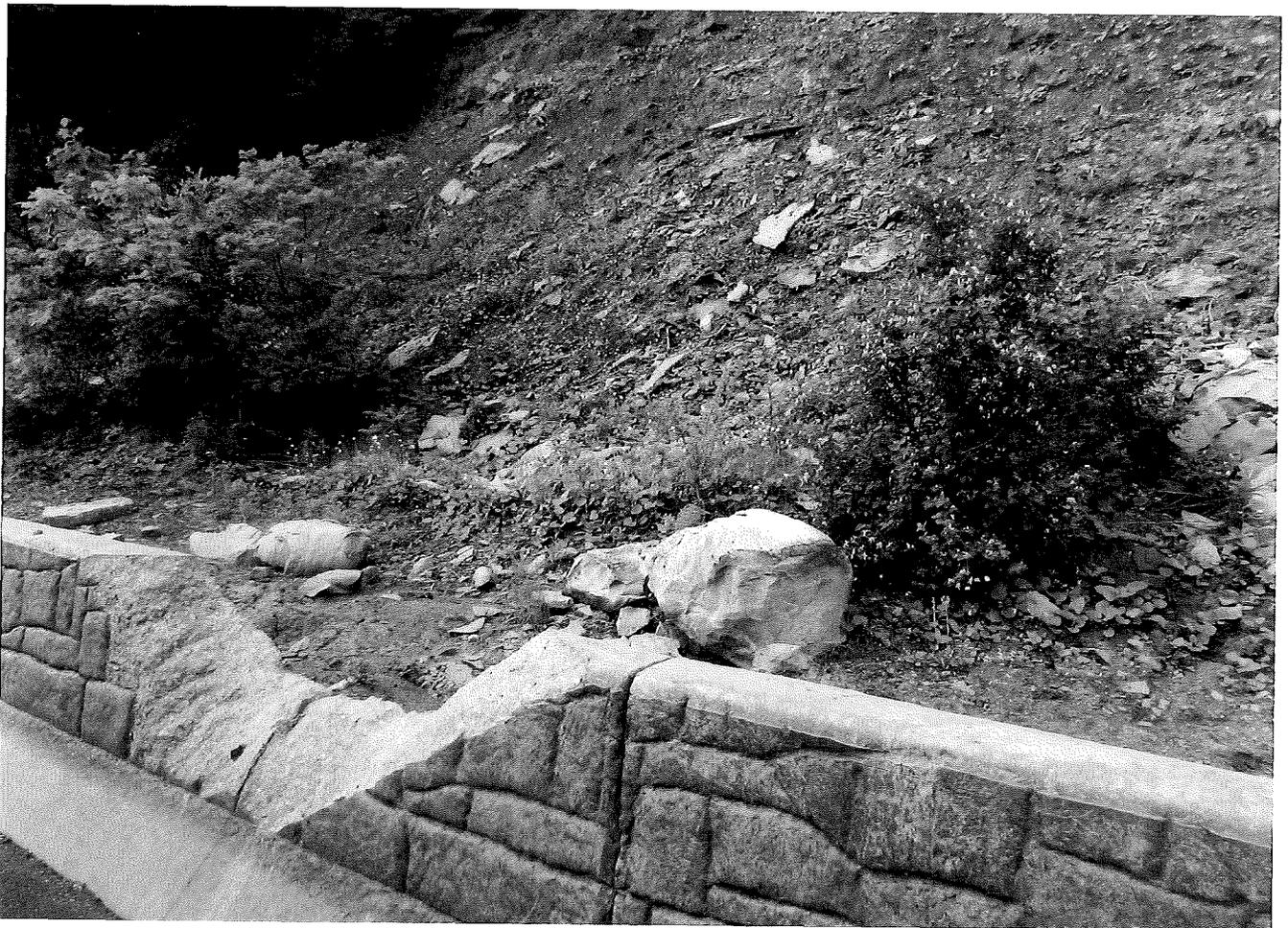
- A definite plan needs to be in place to officially designate The Kenilworth Access as a restrictive route for truck traffic.
- Signage needs to be noticeably placed and timely - Entry and Exit points.
- Dual signage is causing confusion and has allowed truckers receiving tickets to be thrown out.
- Enforcement has been challenged – Dual Signage.
  
- Trucks large and medium continue to use The Kenilworth Access. Eighteen-wheelers and very large flat beds.
- Accidents are waiting to happen – safety.
- The expectation of the East Hamilton Mountain Community is that the City of Hamilton will have a DEFINITE PLAN for SIGNAGE on the Kenilworth Access, Mountain Brow Blvd. and Concession St. near Upper Gage, Main St. East and West, and all entry and exit points into the City of Hamilton.
- There are inadequate or no signage at several locations:
- Signage needs to be placed on QEW/ Burlington St. near the Kenilworth Access to alert Truck Drivers that the Kenilworth Access from Main St. up the Escarpment is not a Truck Route.
- Barton St./Kenilworth Ave. North. need signage as a warning to truckers that Kenilworth Ave. South and the Kenilworth Access is not a truck route.
- Signage is also needed on Kenilworth North, before Britannia and Cannon St. to alert truckers that Kenilworth South and the Kenilworth Access is not a truck route.
- King St. East and West signage is too late to warn truckers that Kenilworth Access is not a truck route.
- Official signage that The Kenilworth Access is not a Truck Route should be erected/placed on Kenilworth Ave. South and on the Kenilworth Access that the Access is not a truck route.
- Speed limit signage needed on Kenilworth Access, Mountain Brow Blvd. Concession St. to Upper Gage to state that the speed limit is 50 km./hour.
- Upper Gage and Concession St. signage alert is too late, truck drivers must be warned earlier for public safety.
- Checkered signage alert for all traffic at Concession St and Upper Gage; Mountain Brow Blvd and Upper Ottawa is confusing.
- Confusing signage at truck service entrance to Fennell Plaza - back entrance at Oakdale Ave. and East 43 rd.
- Signage warning at Fennell Ave. and Upper Ottawa needs to change, and be more timely; the current signage occurs too late; needs to warn truck drivers earlier that Upper Ottawa going north is not a truck route.
- Signage needed at Mohawk Rd. in both directions to alert truck drivers that Kenilworth Access is not a truck route.
- Signage needed at Stonechurch and Upper Ottawa that Kenilworth Access is not a truck route.

## TRUCK ROUTE SIGNAGE EXPECTATIONS CONTINUED

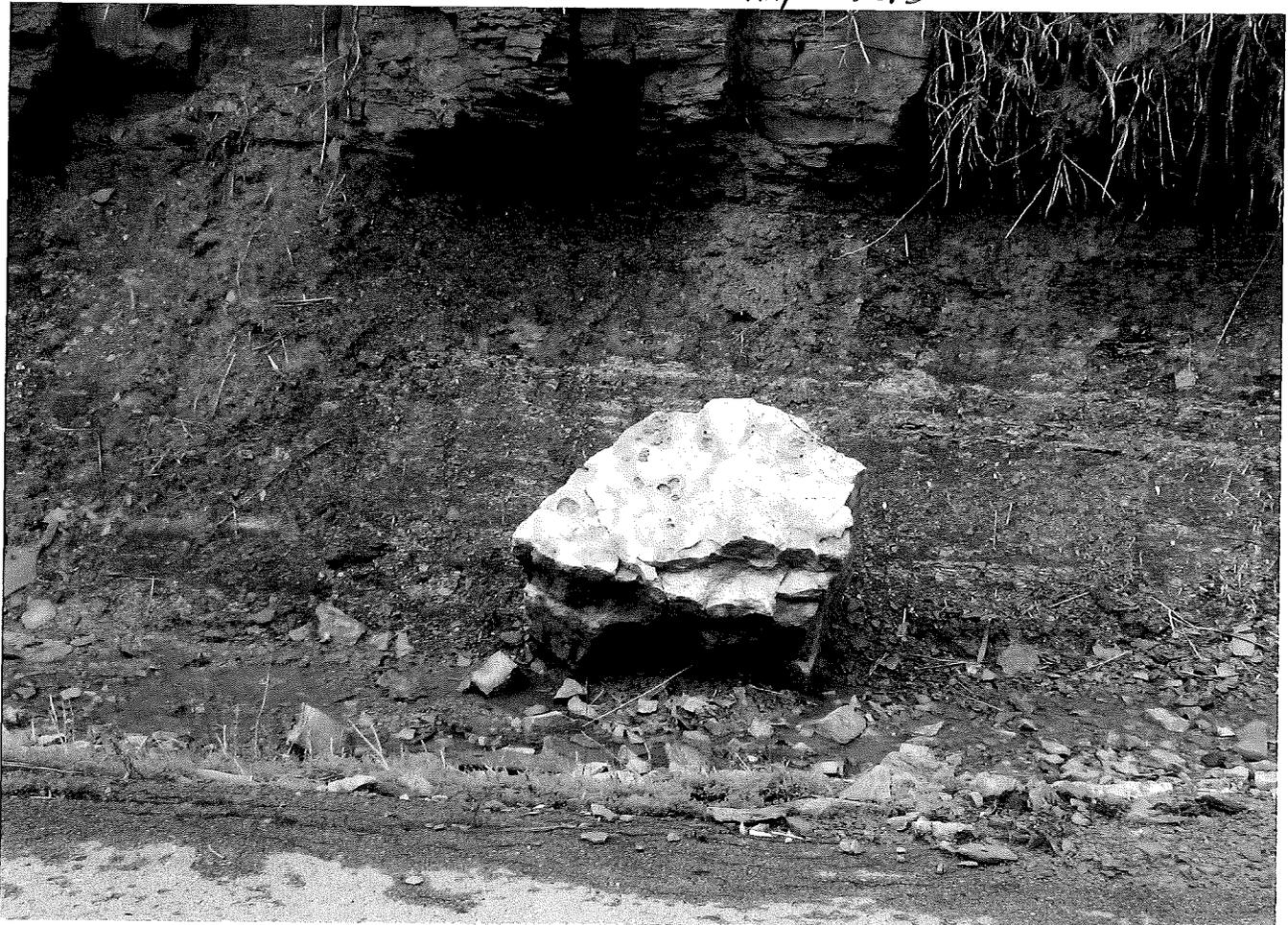
- Signage to alert truck drivers at Rymal Road and Upper Ottawa that Kenilworth Access is not a truck route.
- There is no signage at Upper Gage and Rymal Rd. - Sobeys's supermarket that the Kenilworth Access is not a truck route.
- Signage is unclear, or absent, needs to be larger, and there is not enough prior notice to truckers that the Kenilworth Access is not a truck route.
- Police enforcement is mandatory. New Technologies need to be initiated to main vigilance that truckers do not willfully break the law.
- The By Laws of Hamilton and the broader Community need to be updated to deal with changing times and Industry Demands to protect the Public at all times.

## COMMUNITY OPINIONS

- Residents of the East Hamilton Mountain Community who live above the Hamilton Escarpment feel privileged to live in a residential community of single-family homes, where the landscape is park like, scenic, and lends itself to recreational activities for all Hamiltonians. The residents believe the Community has Cultural and Heritage attributes.
- This area is environmentally sensitive and contains the Bruce Trail and has been designated a World Biosphere Reserve, it is part of The Greenbelt, has been severely challenged, its sustainability is being damaged by trucks and heavy traffic and probably climate change. It provides a vital habitat for rare and endangered species.
- The Citizens are advocating not only for us, but for future generations. We believe that every citizen should be able to enjoy the constitutional right to clean air, water and land, and the right to a Healthy Environment.
- We as a Community are concerned with Public Safety of our residents, pedestrians, cyclists and the safety of our children. Public and Environment Health is a significant burden to patient, families and the Public Health System. Air pollution is a much more significant Public Health risk than previously know.
- The sustainability and respect of the neighborhood has been severely challenged, profound changes to the geology and structure of the Escarpment such as mass wasting is ongoing and is clearly recognizable when driving up the Kenilworth Access. Human activity accelerates the rate and degree of weathering.
- Quality of Life has been affected by the noise, volume, speed, vibrations and increasing concentration of emissions.
- We have to work together to enhance the quality and sustainability of life for all who live in this community.
- We believe this area should be protected from development or other traffic impacts.
- The continuity of the East Hamilton Mountain Community area needs to be maintained, enhanced, needs protection, maintenance and stewardship.
- The citizens encourage leadership from our elected representatives to transform Hamilton's Transportation system, which already has major benefit, to use The Redhill Valley Parkway and The Lincoln Alexander Parkway, as an alternative route to the South East Mountain as it is more economical and efficient.
- There is an alternative and Public Safety, Public and Environmental Health, Quality of Life, Sustainability of our Environment are goals of all citizens.
- There is a citizens expectation that The City of Hamilton has to mandate the Trucking Companies to comply with the Law, Police Enforcement do mandatory monitoring and put Public Safety as a major safety issue at the forefront.



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EXHIBITS I & II.

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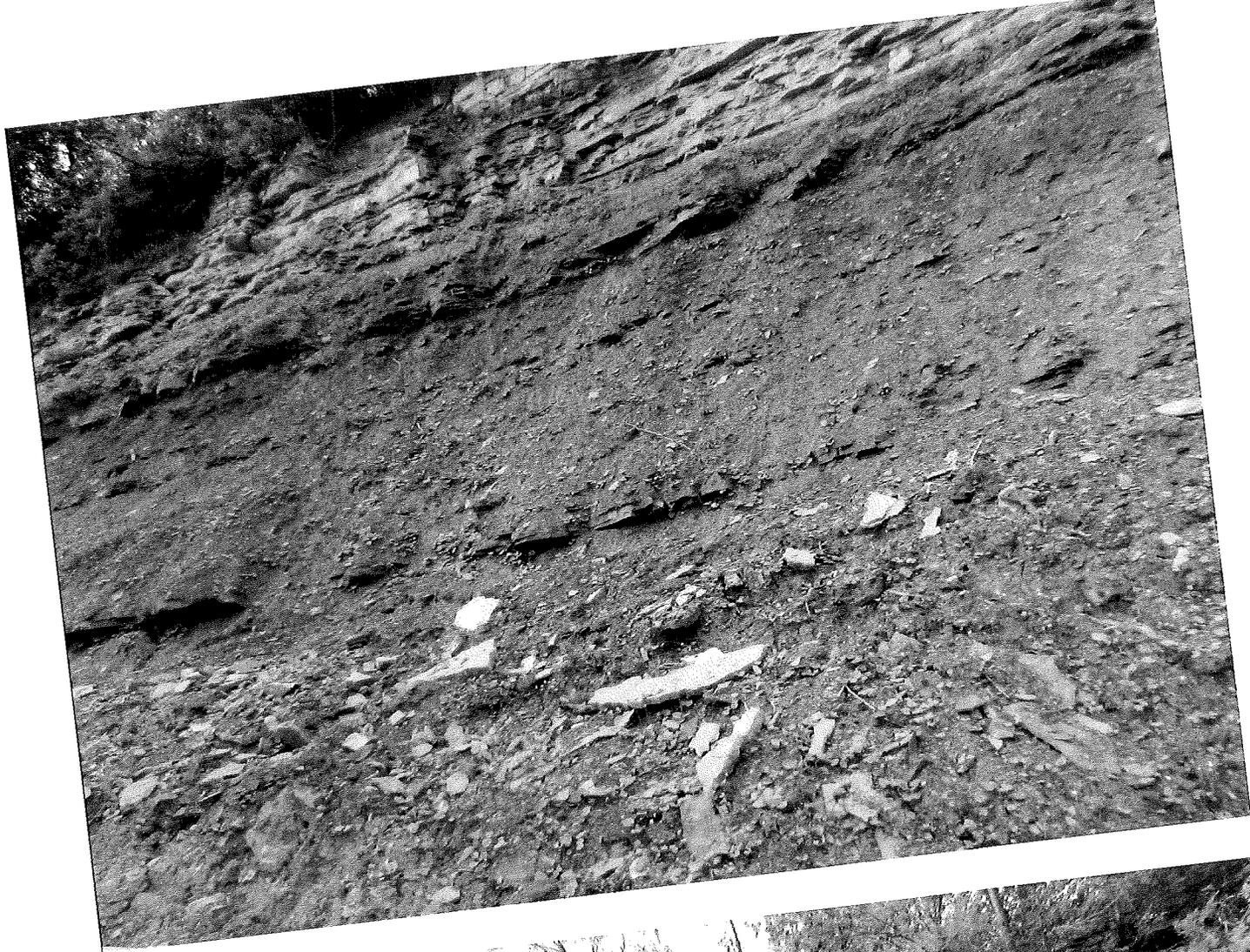


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EXHIBITS 3+4.

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EXHIBITS 324.

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## SOURCES.

Academic Professional Engineer – Report April, 2011.

Orogeny.

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The President's Report. 2012. – The President's Cancer Panel. Annual Report.

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Canadian Truckers Violate US. Safety rules – data – CBC News 22 /2 / 2011.

Health Effects of Outdoor Air Pollution – Canadian Journal of Family Medicine. August 2011.

City of Hamilton Web site. – Vision, Mission Statement, Values and Priorities.

Hamilton Police Services letter . April, 2010.

Coalition of The Niagara Escarpment letter. May, 2013.

Environment Hamilton.

Hamilton Conservation Authority Motion of support June 2013.

Exhibits of the Niagara Escarpment in the area of Kenilworth Access and Sherman Access.



## HAMILTON POLICE SERVICE

Tuesday, 13<sup>th</sup> April 2010

Councillor Tom Jackson - Ward 6  
Hamilton City Centre  
77 James Street North  
Hamilton, ON  
L8R 2K3

Dear Councillor Tom Jackson - Ward 6:

The Hamilton Police Service has had representation on the working group reviewing the City of Hamilton's Truck Route Master Plan. During the process, we have provided input and feedback regarding safety concerns, enforcement issues and alternative solutions, to committee members, stakeholders and the community.

One particular route is the Kenilworth Avenue Access route. The Hamilton Police reviewed the current truck route system, working with the facilitative team to determine what routes should remain status quo or could be removed, taking into consideration neighborhoods, stakeholders needs and challenges posed by aged road design. We identified the Kenilworth Access route as one that should be removed. The road design was not conducive to safe travel of trucks, as the radius of the curves in the roadway and the upper round-about did not allow for a truck to stay within the marked lanes. We also feel the needs of the stakeholders could be met by utilizing the upgraded Centennial Parkway route, or the newly constructed Red Hill Parkway. Another concern the Hamilton Police Service have with the Kenilworth Access Route is the mix of truck traffic with pedestrian and bicycle traffic along Mountain Park Boulevard, as the current truck route funnels heavy traffic alongside a parkway, frequented by families and children.

It is the opinion of the Hamilton Police Service that the current truck route on Kenilworth Avenue should be amended to permit truck traffic from Main Street, north to Burlington Street; removing the current truck route from Kenilworth Avenue, south of Main Street East and on the access; Upper Ottawa, north of Fennell Avenue East; and Mountain Park Brow Boulevard, east of Upper Gage Ave to Mohawk Road East.

Regards,

Michael R. Martin  
Sergeant  
Traffic Support Branch  
(905) 540-5355

c.c. Ken Weatherill, Inspector  
Support Services Division



May 24, 2013

Mrs. Kate Fraser  
164 Mountain Brow Blvd.  
Hamilton, Ontario, L8T 1A5

Re: CONE supports the permanent truck use ban on Kenilworth Access

Dear Mrs. Fraser;

The Coalition On the Niagara Escarpment (CONE) continues to fully support your East Hamilton Mountain Community Group and Councilor Tom Jackson in your effort to permanently close the Kenilworth Access to truck traffic. The Niagara Escarpment has been negatively impacted by the vibrations from the past truck traffic. The trucks should be using the Red Hill access. This trucking damage has been curtailed somewhat by two temporary bans; however, your recommendation for a permanent closure to trucks would be considerably more effective at preventing further degradation in this area of the Niagara Escarpment, an UNESCO designated World Biosphere Reserve since 1990.

Thank you for your effort to protect your part of the Niagara Escarpment.

*Robert Patrick*

Robert Patrick  
President, CONE